G.R.D. 1—17,000—9-6-37.

(1) Number of pages 4

(2) Date of repair

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 8518	Press / Mis.
224-225	224-225
Dated 21-4-	18 (2).

10/11

Not to be folded or roughly handled

Local Funds—Roads.

No. 224. Read the following letter from Colonel E. A. FOORD, R.E., District Engineer of Bellary, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Bellary, 18th March 1875, No. 2024 :—

With reference to paragraph 13 of the Order of Government of the 27th of January, No. 155 (Financial Department), I have the honor to state that I inspected the whole of the Cumbadore road between the 5th and 15th of February, and am, therefore, able to forward the report called for.

2. This road commences at Bellary, passes through Odeyhall, Goondahully, Kallyandroog, and Cumbadore, then through the Panghur taluq of Mysore to Madaksirah, and thence is continued to the important town of Túmkúr in Mysore.

3. An estimate of Rupees 1,09,650 was sanctioned in G.O. of the 2nd August 1872, No. 1021 (Financial Department), for making this road from Bellary to the Mysore frontier near Cumbadore. Of this sum Rupees 64,800 are for the portion in the Bellary Range, and Rupees 44,850 for the portion in the Dharmaveram taluq of the Pennakondah Range.

4. There has been no expenditure as yet from this estimate on the portion in the Bellary Range, but the road has been roughly formed from Famine funds and is in use. There is little work in progress at present between Goondahully and Kallyandroog. The principal outlay has been on the portion between Kallyandroog and Cumbadore. Here the side drains have been cut, much rock has been removed, about forty road-dams have been completed, or nearly completed, and a few small tunnels have been built. The road, though in an unfinished state, is quite passable for carts. The soil is for the most part gravelly, but between Dasrampully and Kallyandroog the ground is not so favorable, and one or two swamps have to be crossed. I propose to substitute embankments with culverts for road-dams in these places. A revised estimate is now being prepared, and when it is completed, I shall be able to judge to what extent these changes can be made without increasing the total amount of the estimate.

5. The road has been formed and trees planted all through the Panghur taluq of Mysore. The soil is gravelly, and the road is very good except at one place which will be noticed further on. From the Mysore frontier to Madaksirah the road has been formed and bridged and is in good order.

6. The Local Fund Board of Pennakondah have proposed to abandon the Cumbadore road, without considering that it is a portion of a long and important line of communication, and without making any inquiry as to the state in which the unfinished work will be left. The Board have stated that there is no traffic, but they have taken no steps to ascertain whether there is any traffic, or whether there are any obstacles to the traffic beyond the unfinished state of the road. On the 9th of February, when my camp was close to the road, between thirty and forty carts were counted, besides numerous large droves of pack-bullocks. It may be expected that carts will take the place of the pack-bullocks even before the road is finished, if certain obstacles to the traffic are removed.

7. The greatest difficulty is at present experienced in crossing the surplus streams of a large tank near Panghur (in Mysore), and at times the traffic is altogether stopped.

8. I have made inquiries and ascertained that bridges are to be built this year, or the crossings otherwise improved. Other great obstructions to the traffic are at the Cumbadore tank. The road passes over the tank bank and the aprons of the calingulahs. A gravel roadway has to be formed from time to time over the rough stone pavement of the aprons. The gravel is washed away wherever the water passes over the calingulahs, but I propose building walls a few inches in height on the pavement and forming the roadway between these walls, so that it may not be altogether carried away by the overflow. There is also a temple on the top of the tank bank with only just space at the side for a cart. As the bank is very high most serious accidents might happen from bandies getting off the narrow road. As the villagers are willing to remove the temple, or have it removed, if the sum of 60 Rupees is paid to them, I have already recommended that this sum be paid to them from the road estimate and the dangerous obstruction removed.

9. The Pennakondah Local Fund Board state that the rates are extravagantly high; whatever the rates may be in the estimate the rates that are now being paid are only those current in the district. In the estimate there is certainly an item of gravel at 8 Annas a cubic yard. It amounts, however, to only Rupees 437 out of an estimate of Rupees 1,09,650. Along a considerable portion of the road the gravel can be obtained from the inner and outer channels. The road-dams were not impassable at the time the road was visited by the two Members of the Local Fund Board, besides which it must be remembered that the metalling in front of the road-dams had only been recently laid down and had not been consolidated.

The Board have given as another reason for not proceeding with this road that the portion in the Bellary Range has not been made, and that the chief obstructions, *viz.*, two rivers are in that portion.

It is true that the Huggry and Little Huggry have not been bridged, and there is not the slightest chance of their being bridged, but they are not often impassable, and many other roads in the district are crossed by large unbridged rivers.

The sudden stoppage of work on this road should not, I think, be permitted.

An estimate of Rupees 71,350, for metalling and bridging the road from Somandapully to Hindupur, has been forwarded to the Local Fund Board.

There has been some delay in furnishing this estimate, but it must be remembered that the present Range Officer only took charge in August, that the season has been a very wet one, and much of the Range Officer's time has been taken up with the irrigation works. The estimate is accompanied by a survey of the land and numerous plans of culverts and other masonry works. I went over this road last month, it was then in fair order, but the soil is bad, and the Range Officer told me he found it nearly impassable during the monsoon.

No. 146.

Transferred to the Financial Department.

Proceedings of the Madras Government, Financial Department,
21*st April* 1875.

2. It would appear from this letter and from that recorded with G.O., No. 801, of the 23rd March 1874, that there is some danger lest the through communications of the Bellary District should not receive from Local Fund Boards that attention which their importance demands.

FORT ST. GEORGE, 10*th April* 1875. (Signed) G. W. WALKER, Colonel, R.E., *Secretary to Government, P.W.D.*

No. 225. ORDER THEREON, 21st April 1875, No. 898.

Communicated through the Board of Revenue to the President of the Pennakondah Local Fund Board.

2. In the event of the revised estimate for the Cumbadore road proving satisfactory, the Government consider that any funds available should be at once allotted for the prosecution of the work.

3. With reference to the delay in submitting the estimate for the Somandapully to Hindupur road, it seems sufficient to remark that no delay appears to be attributable to the Department of Public Works Officers now in the district.

(True Extract.)

Chief Secretary.

To the Board of Revenue.
,, Public Works Department.

Exd. J. Wright.

Govt. of India.

FINANCIAL

Rec'd 4th April 1895

Read

Ref.

G.O., dated April 1895, No. 200

APRIL
Nos. 224-225.

Local Funds.—Report of the Sanitary Engineer, Public Works, on the Cumbadoor road, communicated through the Board of Revenue to the Government of the Presidency. The Board recommends that no charge appear to the Government Department of Public Works Cess Fund be admitted in connection with the subject of the present inquiry.

Local Funds

No. 2024

Sanitary Engineer's Office 2nd Do.
Bellary March 1895

From

The Sanitary Engineer
2nd Division

To

The Secry: to Government
P.W. Department

Sir

With reference to para 13 of the Order of Government of the 27th of January No. 153 / Financial Department / I have the honor to state that I inspected the whole of the Cumbadoor road between the 5th and 15th of February, and am thereby able to forward the report called for.

This road commences at Bellary, passes through Odeyhall, Gondalbetty, Kudiyandroog and Cumbadoor, then through the Pangalur taluk of Mysore to Gadakarwada and

and thence is continued to the eastern limit of
town of Soonkoor in Wynaad.

An Estimate of Rupees 1,97,[illegible] was sanctioned in G.O. of the [illegible] Financial Department for making this road from Kittury to the Wynaad boundary near Coondadoor. Of this sum, Rupees 64,800 are for the portion in the Kittury Range and Rs. 1,32,800 for the portion in the Pennamaram Taluk of the Pennacondah Range.

There has been no expenditure as yet from this Estimate on the portion in the Kittury Range, but the road has been roughly formed from famine funds and is in use.

There is little work in progress at present between Vyoodahully and Kalimadroog. The principal outlay has been on the portion between Kalimadroog and Coondadoor. Here the side drains have been cut, rough rock

[illegible]

have been removed, about forty Road Dams have been completed, or nearly completed, and a few small tunnels have been built. The road, though in an unfinished state, is quite passable for carts. The soil is for the most part gravelly, but between Daseenpully and Kalimadroog the ground is not so favorable and one or two swamps have to be crossed. I propose to substitute embankments with Culverts for road dams in these places. A revised Estimate is now being prepared, and when it is completed, I shall be able to judge to what extent these changes can be made without increasing the total amount of the Estimate.

The road has been formed and trees planted all through the Wynaad Taluk of Wynaad. The soil is gravelly, and the road is very good except at one place which will be noticed further on. From the Wynaad frontier

to

to Bridgetown. The road between Bridge-
town bridged and in good order.

The Local Fund Board of Communications
have proposed to abandon the Cumbadoor
road, without considering that it was portion
of a long used important line of Communica-
tion, and without making any enquiry as to
the state in which the unfinished work will
be left. The Board have stated that there
is no traffic, but they have taken no steps
to ascertain whether there is any traffic or
whether there are any obstacles to the traffic,
beyond the unfinished state of the road. On
the 9th of February when my camp was due
to the road between thirty and forty carts
were counted, besides numerous large droves
of pack bullocks. It may be expected that
carts will take the place of the pack bullocks

even before the road is finished, if certain ob-
stacles to the traffic are removed.

The greatest difficulty is at present experi-
enced in crossing the Surplus Streams of a
large tank near Pongalur, (in Mysore) and
at times the traffic is altogether stopped.

I have made enquiries and ascertained
that bridges are to be built this year, or the
crossings otherwise improved. Other great ob-
structions to the traffic are at the Cumbadoor
tanks. The Road passes over the tanks bank
and the Aprons of the Calingulahs. A fresh
road-way has to be formed from time to time
over the rough Stone pavement of the aprons.
The gravel is washed away wherever the
water passes over the Calingulahs but Stockpose
building walls a few inches in height on the
pavement and forming the road way between

those

flood walls, so that it may not be altogether
carried away by the overflow. There is also
a temple on the top of the hill which is
only just above the flood level. As
the bank is very high and steep accidents
might happen from travellers falling off the
narrow road. As the Pettayars are willing
to remove the Temple we have it removed if
the sum of 60 Rupees is found to be
already recommended that this sum be spent
to throw down the road Estimate and the
dangerous obstruction removed.

The Pennaconda Local Fund Board
state that the rates are extravagantly high
whatever the rates may be in the Estimate
the rates that are now being paid are only
those current in the District. In the
Estimate there is certainly one item of
[illegible]

[illegible] Road at 8 Annas a Cubic Yard. It amounts however to only Rupees 6437 out of an Estimate of Rupees 109650. Along a considerable portion of the road the Gravel can be obtained from the inner and outer Channels. The Road drains were not inspected at the time the road was visited by the two Members of the Local Fund Board, besides which it must be remembered that the Metalling is part of the road done had only been recently laid down and had not been consolidated.

The Board have given as another reason for not proceeding with this road that the portion in the Bellary Range has not been made and that the chief obstructions viz: two rivers are in that portion.
It is true that the Buggary road between Buggary has not been bridged and there

is not the slightest chance of their being bridged, but they are most often unfordable and many other roads in the District are crossed by large unbridged rivers.

The sudden Metheringe of such an this road should not I think be permitted.

An Estimate of Rupees 71,350 - 0 - 0 for Metalling and bridging the road from Somerandapully to Wandoor has been forwarded to the Local Fund Board.

There has been some delay in furnishing this Estimate, but it must be remembered that the present Range Officer only took Charge in August, that the season has been a very wet one, and much of the Range Officers time has been taken up with the irrigation works. The Estimate is accompanied by a Survey of the land and

13 5

and numerous plans of Culverts and other Masonry works. I went over this road last month, it was then in fair order, but the soil is bad and the Range Officer told me he found it nearly impassable during the monsoon.

I have the honor to be

Sir

Your most Obdt. Servant

E A Ford Col. R.E.

Dist. Engineer Wynaad

No 1165

Transferred to the Treasury

Department.

Statement of Expenditure from the

to the end of March 1875 Head

Which is now charged to the Vote

Commissioners of the Belfast

District should be paid from

Local Funds Bonds that a Section

which they are not to receive demands.

10th April 1875. Commissioners of Public

Secy to Govt. Pub. Wks.

to the Treasury Chambers.

P. W. Dept. 75 Dept.

No: 1864

Treasy

To

Pub Wks Dept

Dated 18th

Rec'd 22 March/75

Reports on the

Cumbadon Road

Transferred.

Lr Treas No 885 of 1875

Treasy Min. Gd of 2nd Augt/72 No 1972 Original

Old Chq No 3830/72

Gd 23rd March/72 No 609-610 —

Extra Chq 1025 —

Treasy Min. Gd 18th Feby/75 No 158.

C-8-4-75

2 To Public Works Dept.
1 " Board of Revenue
" Solicitor General

Dec/10 575

12

38

Financial (1875) Depr

From
The Secretary to Govt.
Pub: Works Depr

Dated 16.
Recd. 12. } April /75

No. 146.

No. 885

Transferring with remarks letter from the Superintending Engineer Bellary reporting on the Cumbadoor road

with order

21st April /75. No. 898

27 Jany /75 Nos. 208–209.
2 Sept /72 " — 21–22.
21 April /75 — " — 99 & 100 Fins

Communicated through the Bd. of Revenue to the President of the Pennaconda Local Fund Board.

2. In the event of the revised estimate for the Cumbadoor road proving satisfactory the Govt. consider that any funds available shld. be at once allotted for the prosecution of the work.

3. With reference to the delay in submitting the estimate for the Somandapully & Hindupur road it seems sufficient to remark that no delay appears to be attributable to the D.P.W. Officers now in the District.

28-4-75

27/4

Gof. of 1874 Madras.

21st Aug. 1875. No. 898

Nos. 224-225

Local Funds — Roads

Copy of the Supdg Engineer Bellary's No. Quadrangular road and second through the Road of Rent, to the Road Secy to Govt Pwd & Mines with remarks & observations that no delay appears to be attributable to the D.P.W. officers now in the S.C. in connection with the submission of the estimate for the Kamandrapatty and Bandiapeer road.